

6. (Original) The actuator of claim 4, wherein at least parts of the two grooves share an axial section of the shaft.
7. (Canceled)
8. (Canceled)
9. (Currently Amended) An actuator for an automated transmission in a motor vehicle drive train, comprising:
 - a central actuating shaft with a shift finger ~~and further comprising~~
 - two sleeves supported substantially concentrically on the actuating shaft and arranged to be driven in mutually independent rotation about the actuating shaft, wherein the actuating shaft comprises at least two outward-directed guide pins and each of the sleeves has an internal groove, with the groove of one of the sleeves having an opposite helical pitch from the groove of the other sleeve, and wherein one of said guide pins engages the groove in one of the sleeves and the other of the guide pins engages the groove in the other of the sleeves; ~~further comprising~~
 - two motors driving the independent rotation of the two sleeves, each of the two sleeves being driven by one of the two motors; ~~and, and further comprising~~
 - two reduction gear mechanisms, each of the gear mechanisms being interposed between one of the two sleeves and one of the two motors.
10. (Previously Presented) The actuator of claim 9, wherein one of the grooves has a clockwise helical pitch and the other of the two grooves has a counterclockwise helical pitch.

